

# THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, MAY 15, 1926.

Price : One Shilling.

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A PEACEFUL USE OF THE MILITARY : A FOOD CONVOY, GUARDED BY ARMOURED CARS AND TROOPS, LEAVING THE DOCKS FOR HYDE PARK.

# HOW ENGLAND CARRIED ON.

It was noted by the American Ambassador, a few weeks before the strike now happily over, that the Briton has a tendency to « grouse. » That may be true in ordinary times, but in adversity that same Briton is apt to display an astonishing cheerfulness; he is a Mark Tapley in the dark days, and his spirits rise as the barometer falls.

This peculiarly British characteristic was very marked during the General Strike, which began, at the bidding of the Trades Unionists, on Tuesday, May 4. After the King declared « a State of Emergency » the nation rose splendidly to the occasion, and faced the situation with calmness, courage, and, above all, good humour. The general watchword was that familiar war-time phrase — « Carry on, » and, after the first feeling of strangeness had passed off, the country proceeded to carry-on with remarkable success.

Perhaps the greatest shock to our equanimity — even more than the restriction of travelling facilities — was the sudden cessation of newspapers and the consequent absence of news. We all realised how great a part the Press plays in our daily life and thought, and not even the new « miracle » of broadcasting could entirely fill the blank. But this blow at the long-cherished freedom of the Press had only a temporary effect. The issue of the new Government organ, « The British Gazette », was accompanied by a rapid recovery on the part of the big dailies, which reappeared in reduced form, and the total circulation soon began to run into millions.

In London the principal outward effect of the strike was the changed appearance of the streets. For the first day or two, omnibuses practically disappeared, and there was a vast swarm of motor-cars of every sort and size. By degrees omnibuses became more frequent, but later the taxicabs joined the strike, and people came to rely more and more on motor-lorries and vans, and on the unstinted generosity of private car-owners, for getting a lift to and from their work. Many, however, were still able to travel by train, for both on the Tubes and the Underground a considerable service was kept going, largely by volunteer labour. Young men in tweeds or sports coats, and wearing school or college ties, were to be seen driving trains or acting as guards or porters, and very well they did it.

Apart from such novelties in the streets and on the railways, there was little to indicate, in London, that any very extraordinary state of affairs existed. Some foreign visitors, who went forth armed with cameras in search of dramatic incidents, were reported to have asked where the strike was to be found, and to have returned in disappointment, having failed to locate it. Everybody, they said, seemed to be going about as usual, and paying not the slightest attention to the grave crisis through which the country was said to be passing. No doubt they manage these things differently abroad, and our British imperturbability is puzzling to the alien mind.

The strike did not interfere much with the amusements of the people, such as cricket and lawn-tennis. The Australians, after it began, played Essex at Leyton and Surrey at the Oval, and Mr. Woodfull and Mr. McCartney made their centuries as though nothing untoward were afoot. It would be a great error to suppose, however, that the crisis was not taken seriously, in spite of the general cheeriness prevailing. There were not wanting, from the first, signs of disturbance, even in certain parts of London, but the admirable organisation of the Government, and the excellent work of the Police — regular and « special » — prevented any serious riot.

Military force was very wisely kept in the background, but a time came when it was necessary at least to display it. « On Friday » (May 7), says the « British Gazette », « in a desperate effort to increase the pressure, the leaders of the railway and transport trade unions issued orders that everything was to be done to break down the supply of food, and attempted intimidation by pickets was increased. Large stocks of flour were lying to the obstruction of the strikers. On Saturday (May 8) a great train of lorries, escorted by a battalion of Grenadier Guards, with armoured cars, marched from Hyde Park to the docks, where the flour was loaded and taken away, the watching crowds offering no opposition. » This great procession of motor-lorries, guarded by troops and twenty armoured cars, was very impressive. The operation was repeated later with an escort of the Welsh Guards.

Hyde Park, which was closed to the public at the beginning of the strike, was the most changed of any London district. It became the metropolitan milk centre, and developed into a self-contained town, where milk was collected from all parts of the country, and distributed by a fleet of motor-lorries. Every railway company had its own offices there, equipped with gas, electric light, heating, and telephones. In the middle of the Park were placed Y.M.C.A. canteens, rest houses, libraries, and recreation rooms. Hur-

dreds of volunteers came forward to drive the lorries, which were marked, « Food Stuff—Urgent. » One of the most surprising results of the situation was the discovery that more than half of the volunteer drivers were union men.

The response to the call for volunteers for every kind of duty during the strike — by women as well as men — was overwhelming. Many, indeed, who could not at once be given a job, had to be comforted with a line of Milton —

*They also serve who only stand and wait.*

In London and the Home Counties over 114,000 volunteers had enrolled by May 12; in the Midland Division, 20,560; in the North Midland Division, 21,600; and in the North-Eastern Division, 25,000. The total exceeded 300,000. The Home Secretary (Sir William Joynson-Hicks) stated that men answered splendidly to his call for special constables. « Everything, » he said, « is going wonderfully well. I was naturally a little anxious in the first day or two, and wondered how the Government organisation would function, but you who receive your milk and bread, and every other necessity of life, with punctuality,

ing flour at the docks; « Most of them were young men — undergraduates, medical students, and clerks. Many of them wore the sweaters and scarves of some well-known school or club. » But perhaps the most encouraging fact of all was that at Plymouth, on May 8, the police played a football match with the strikers, and the wife of Chief Constable kicked off.

There cannot be much wrong with a country where the love of sport and the sense of comradeship could thus make itself felt at such a time. Civil strife among a people so constituted would seem to be almost unthinkable. They would hardly appear to be in danger of falling into that state of mind from which Kipling, in his well-known lines, has preyed that the nation may be delivered —

*From panic, pride, and terror,  
Revenge that knows no rein,  
Light haste and lawless error,  
Protect us yet again.*

Finally, public confidence was strengthened throughout the crisis by the knowledge that the ship of State was being steered through the storm by a Prime Minister who could say: « I am a man of peace. I



A TRUE INCIDENT.  
THE PICKET (TO THE « SPECIAL »): « D'YE MEAN TO SAY YOU WERE A REAR-ADMIRAL BEFORE YOU TOOK ON THIS JOB? BLIMY! WOT A COME DOWN! Drawn by Bert Thomas.

(REPRODUCED BY COURTESY OF *The Sketch*.)

little realise what it has meant to the volunteers and officials who have made all go so smoothly. Every day the engine is going better, and I, for one, have no doubt whatever as to the victory of common-sense. »

At a time like that through which we have just passed, it is often the minor incidents that are the most significant and the most encouraging. We felt that the heart of England must be sound when, for instance, we read a small paragraph stating that « Mr. C. E. Pitman, the Oxford stroke, is driving a train on the G.W.R. from Bristol to Gloucester, » and another which said: « The Headmaster of Eton (Dr. Alington) and about fifty of his assistant masters, have enrolled as special constables »; or this: « Lord Chesham is driving a train. The Hon. Lionel Tennyson is a « special. » Mr. Roger Wethered, the golfer, was yesterday working on a food convoy from the docks »; and, again, of the volunteer labourers load-

am longing and working and praying for peace, but I will not surrender the safety and the security of the British Constitution. You placed me in power eighteen months ago by the largest majority accorded to any party for many, many years. Have I done anything to forfeit that confidence? Cannot you trust me to ensure a square deal to secure even justice between man and man? » Mr. Baldwin's appeal had an unmistakeable answer, shown in the universal resolve of the British people to « carry on », and it was that national resolve which brought the strike to an end.

Owing to the strike, Mr. G. K. Chesterton's article for « Our Notebook » in this issue did not arrive in time, and we have here substituted for it an article on the strike. Mr. Chesterton will, of course, continue to contribute to future issues.

## BY LORRY, CAR, AND STEAM-WAGON : LONDON TAKES TO THE ROAD.

PHOTOGRAPHS BY C. N., L. N. A., PHOTOPRESS, G. P. U., AND TOPICAL.



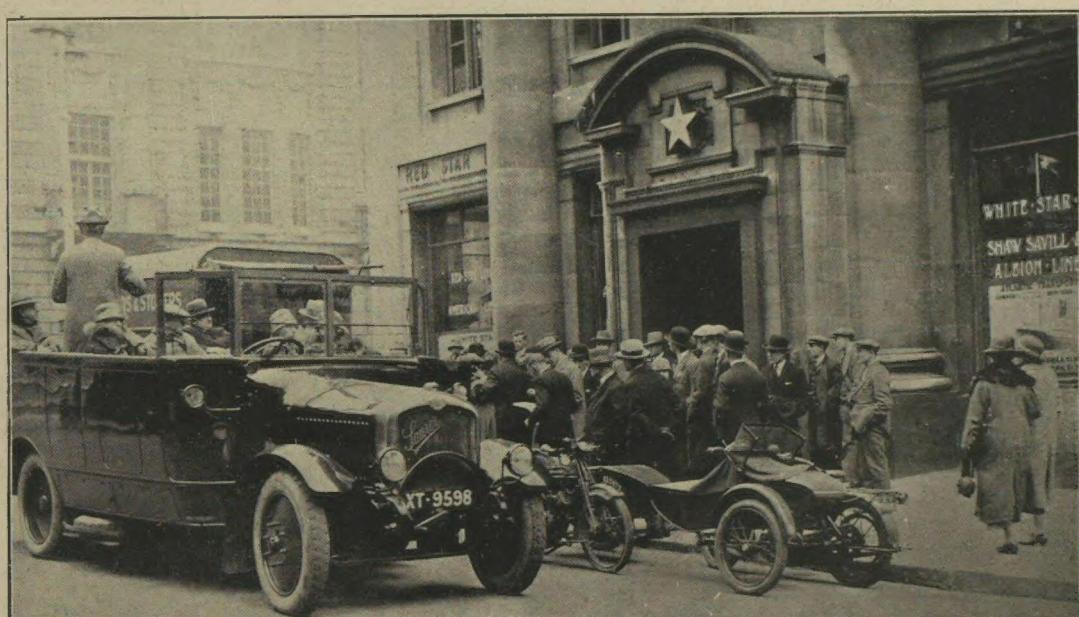
HOW LONDONERS WENT HOME AFTER THEIR DAY'S WORK DURING THE STRIKE : A CHEERFUL LORRY - LOAD OF PASSENGERS ABOUT TO START FROM KINGSWAY.



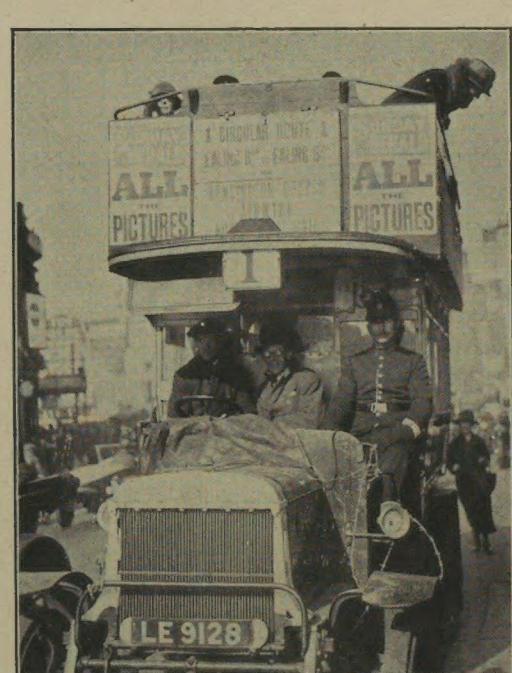
THE PRIVATE MOTORIST + DOES HIS BIT + TO HELP PEOPLE TO REACH THEIR WORK : AN OWNER-DRIVER AT SOUTHFIELDS TAKING GIRLS ABOARD.



AN INGENIOUS DEVICE FOR GETTING A LIFT : A GIRL CLERK IN SOUTH LONDON OBTAINS A MOTOR-CYCLIST CAVALIER.



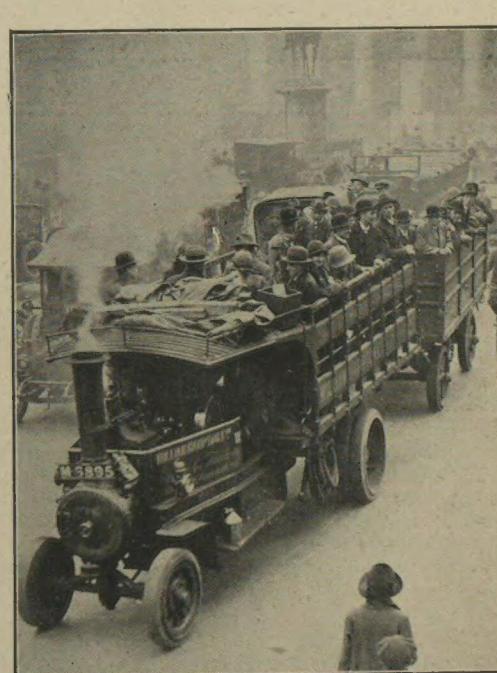
OFF TO SOUTHAMPTON BY MOTOR-COACH INSTEAD OF BOAT-TRAIN : TRANSATLANTIC PASSENGERS OUTSIDE THE WHITE STAR OFFICES IN LONDON ABOUT TO START BY ROAD TO JOIN THE "MAJESTIC".



WITH A POLICEMAN + ON THE BOX +, AND BARBED WIRE PROTECTING THE BONNET : A VOLUNTEER-DRIVEN BUS AT SHEPHERD'S BUSH.



THE "PUSH-BIKE" COMES INTO ITS OWN AGAIN : A LONG LINE OF BICYCLES + PARKED IN A CORRIDOR AT SOMERSET HOUSE.



BY STEAM-WAGON AND TRAILER TO THE CITY A NOVELTY IN ROAD TRAVEL OUTSIDE THE ROYAL EXCHANGE (SEEN IN THE BACKGROUND).

During the strike the streets of London presented a remarkable appearance, for people were travelling to and from their work in all sorts and conditions of vehicles. The large motor-lorry was much in evidence, as well as commercial motor-vans, and even steam-wagons with trailers in tow, all packed with passengers. Private car

owners were indefatigable, not only conveying members of their own staffs if they were themselves employers, but also giving a lift to any pedestrian who needed it. Many carried placards or notices offering such assistance, and, as one of our photographs shows, some pedestrians adopted similar means of communication.

## MILITARY FORCE DISPLAYED BUT NOT USED : INCIDENTS OF THE STRIKE ; THE POLICE COPE WITH DISTURBANCES.



ONE OF THE FEW "UGLY INCIDENTS" OF THE GENERAL STRIKE IN LONDON : A MOTOR-VAN OVERTURNED BY STRIKE SYMPATHISERS IN BLACKFRIARS ROAD.



SOME DISTURBANCE IN THE NEW KENT ROAD IN SOUTH LONDON : A POLICE CAR ARRIVING ON THE SCENE AND POLICEMEN WITH DRAWN BATONS DISPERSING THE CROWD.



A TANK WITH ITS CREW IN STEEL HELMETS LEAVING WELLINGTON BARRACKS FOR AN UNKNOWN DESTINATION : ONE OF THE INFREQUENT DEMONSTRATIONS OF MILITARY FORCE IN LONDON DURING THE GENERAL STRIKE.



PRECAUTIONARY BARRICADES AT SMITHFIELD MARKET : A LORRY PASSING THROUGH ONE OF THE LARGE WOODEN GATES ERECTED AT EACH OF THE APPROACHES.



RETURNING FROM FOOD CONVOY DUTY : THE WELSH GUARDS ON THE EMBANKMENT ABOUT TO RIDE BACK TO BARRACKS IN CHAR-A-BANC.

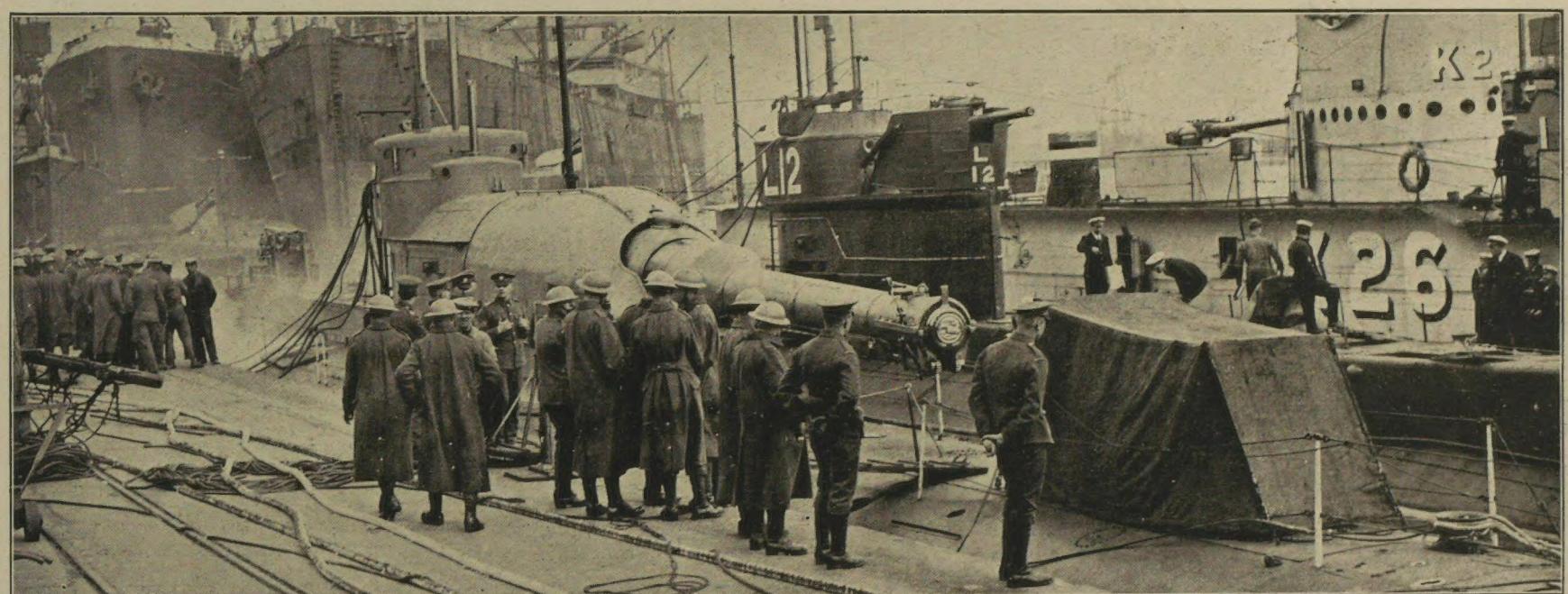
# MILITARY FORCE DISPLAYED BUT NOT USED : INCIDENTS OF THE STRIKE ; SUBMARINES AND CIVIL CONSTABULARY.



TROUBLE IN HAMMERSMITH BROADWAY DURING THE PASSAGE OF A MILK-LORRY : AN ARRESTED MAN BETWEEN TWO CONSTABLES AND A MOUNTED POLICEMAN (IN BACKGROUND).



THE ARREST OF A WOMAN (BETWEEN TWO POLICEMEN IN CENTRE FOREGROUND) IN WEST LONDON : ANOTHER INCIDENT AT HAMMERSMITH BROADWAY.



SUBMARINES (INCLUDING ONE WITH A BIG GUN) CONVEYING A SUPPLY OF ELECTRICITY BY MEANS OF CABLES AT THE ROYAL ALBERT DOCKS A SCENE ON THE LAST DAY OF THE GENERAL STRIKE, SHOWING SOLDIERS ON ESCORT DUTY.



EQUIPPED WITH STEEL HELMETS, TRUNCHEONS AND ARMLETS : THE FIRST UNIT (A COMPANY) OF RECRUITS TO THE NEW CIVIL CONSTABULARY RESERVE LEAVING HEADQUARTERS IN BUCKINGHAM GATE.



RECRUITING FOR THE CIVIL CONSTABULARY RESERVE, A NEW WHOLE-TIME PAID FORCE OF SWORN-IN « SPECIALS » : THE SCENE IN THE DRILL HALL OF THE QUEEN'S WESTMINSTERS.

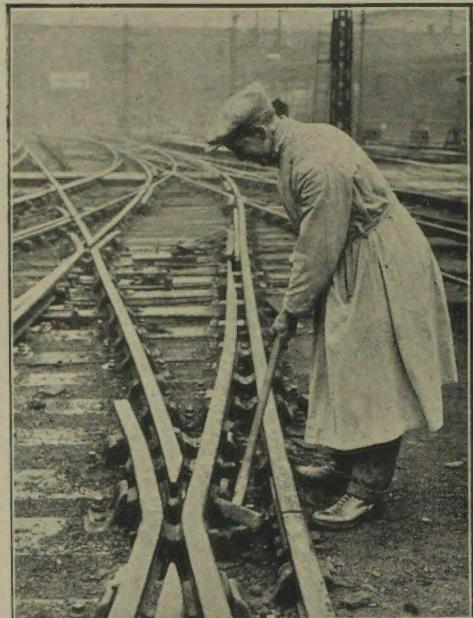
## THE SPIRIT OF ENGLAND AT WORK : RAILWAY AND DOCK VOLUNTEERS



RIGHT AWAY! • A VOLUNTEER GUARD ON THE METROPOLITAN RAILWAY IN CHARGE OF A TRAIN DURING THE STRIKE



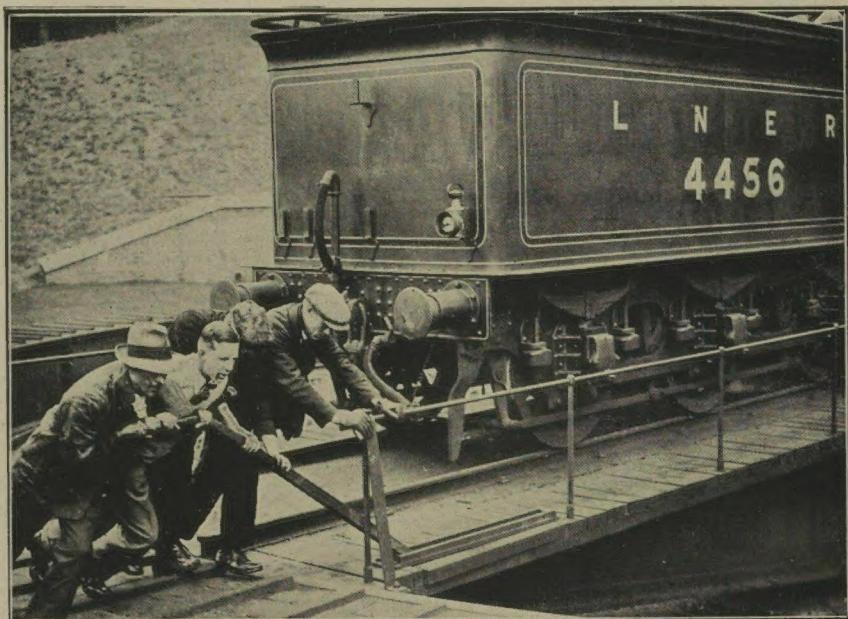
IMPORTANT DUTY AT A LONDON TERMINUS : A VOLUNTEER ADJUSTING THE POINTS OUTSIDE KING'S CROSS STATION.



ENSURING THE SAFE PASSAGE OF MAIN LINE TRAINS INTO KING'S CROSS : ANOTHER VOLUNTEER ADJUSTING POINTS.



SIGNALMEN IN FAIR ISLE JERSEYS AND • PLUS FOOURS • : TWO VOLUNTEER UNDERGRADUATES IN CHARGE OF THE CHIEF SIGNAL BOX AT BLETCHLEY STATION



STRENUOUS WORK AT A LONDON TERMINUS : A SQUAD OF VOLUNTEERS TURNING A LOCOMOTIVE ON A TURN-TABLE AT KING'S CROSS STATION.



THE ARRIVAL OF THE • MAURETANIA • AT SOUTHAMPTON : SOME OF THE VOLUNTEERS WHO ACTED AS SHORE-GANGS LOADING A PASSENGER'S LUGGAGE INTO A CAR FOR THE JOURNEY TO LONDON.



AS TO THE MANNER BORN : A VOLUNTEER ENGINE-DRIVER AND HIS FIREMAN ON THEIR LOCOMOTIVE DURING THE STRIKE.

Nothing was more remarkable during the General Strike than the skill and efficiency with which the railways were carried on, largely by amateur workers. During the latter part of the crisis, thousands of trains were running. The Prime Minister in his broadcast message after the strike said, in thanking all those who had enabled

the country to carry on : « I hope my message will go to the whole army of volunteers who have enabled us to demonstrate that there is no national service which cannot be discharged, even by improvised knowledge, by loyal citizens if the national safety requires it. »

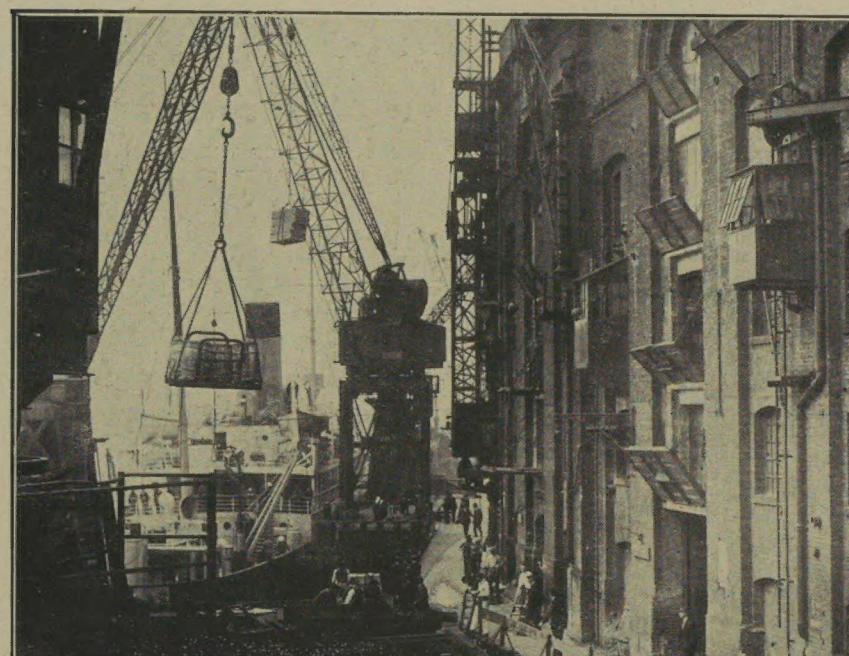
## "CARRYING-ON" DURING THE GENERAL STRIKE :— AMONG THE VOLUNTEERS.



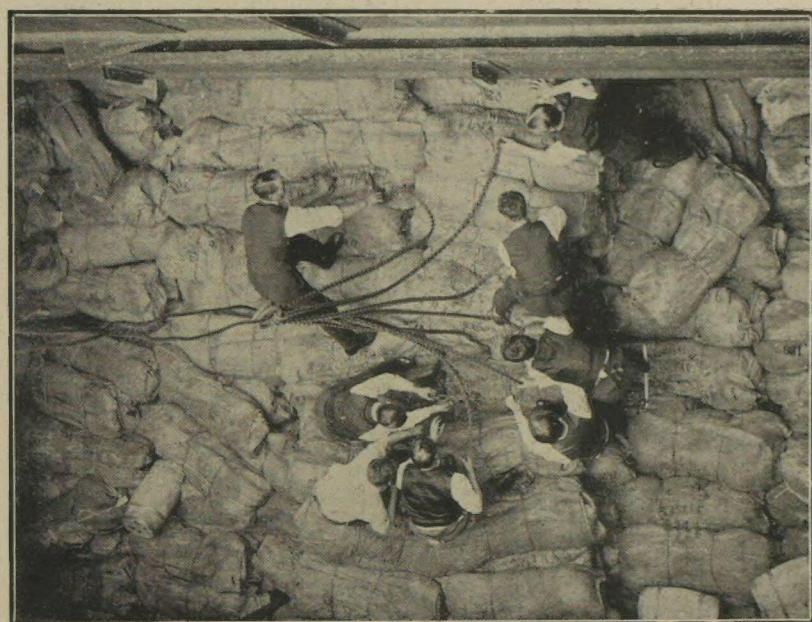
STUDENT VOLUNTEERS AT WORK, AT HAY'S WHARF, LONDON BRIDGE : DEALING WITH CRANE-LOADS OF BACON FROM A NEWLY-ARRIVED SHIP.



EXPERTS IN LOTS ROAD POWER STATION, SUPPLYING THE UNDERGROUND ] RAILWAYS WITH ELECTRICITY : SAILORS HANDLING THE BOILERS.



VOLUNTEERS AT WORK : CRANE-LOADS OF BACON, EGGS AND BUTTER BEING REMOVED FROM NEWLY-ARRIVED SHIPS, AT HAY'S WHARF, LONDON BRIDGE.



IN THE HOLD OF A FOOD-SHIP JUST ARRIVED AT HAY'S WHARF, LONDON BRIDGE : VOLUNTEER WORKERS AMONG A CARGO OF BACON.



ENSURING ESSENTIAL FOOD-SUPPLIES DURING THE GENERAL STRIKE : VOLUNTEERS MOVING PROVISIONS FOR CARTAGE TO VARIOUS DISTRICTS.

Wonderful work was done during the strike by undergraduates and other volunteers in carrying on the vital services of the country, particularly the railways and the distribution of the nation's food supply. Many men came forward in their thousands to enrol for any duty that might be required. Among other things they



ONE OF THE VOLUNTEERS ON THE METROPOLITAN RAILWAY : DRIVING AN ELECTRIC TRAIN.

unloaded cargoes of provisions from ships at the docks and wharves, worked in electric power-stations, and drove trains on the Underground and other Railways. Valuable help was also given by men of the Navy, both in London and elsewhere.

## THE STRIKE ENDED : THE PRIME MINISTER RECEIVES THE SURRENDER OF THE TRADES UNION CONGRESS.



LEAVING THE PREMIER'S RESIDENCE AFTER THE INTERVIEW : MR. J. BROMLEY (LEFT) AND MR. A. B. SWALES, MEMBERS OF THE COUNCIL OF THE TRADES UNION CONGRESS.



A MEMBER OF THE T. U. C. COUNCIL : MISS MARGARET BONDFIELD LEAVING NO. 10, DOWNING STREET.



LEAVING NO. 10, DOWNING STREET : MR. BEN TILLET, A MEMBER OF THE T. U. C. COUNCIL.



THE CHAIRMAN OF THE T. U. C. COUNCIL WHO ANNOUNCED TO THE PREMIER THE TERMINATION OF THE STRIKE : MR. ARTHUR PUGH (IN FRONT) LEAVING DOWNING STREET.



SECRETARY OF THE TRANSPORT AND GENERAL WORKERS UNION : MR. ERNEST BEVIN LEAVING DOWNING STREET AFTER THE INTERVIEW WITH THE PREMIER.



THE PREMIER CONGRATULATED BY THE WIFE OF THE CHANCELLOR OF THE EXCHEQUER : MR. CHURCHILL GREETING MR. BALDWIN AS HE LEFT FOR THE HOUSE.



MR. BALDWIN IN HIS HOUR OF TRIUMPH : THE PRIME MINISTER LEAVING FOR THE HOUSE OF COMMONS.



UNCOMMUNICATIVE : MR. J. H. THOMAS, M.P. (RIGHT) LEAVING THE PREMIER'S RESIDENCE AFTER THE MEETING AT WHICH THE TERMINATION OF THE STRIKE WAS ANNOUNCED.

In the words of an official communiqué issued on May 12 th., « It was intimated to the Prime Minister that the Trades Union Council desired to come and see him at Downing Street, and they arrived soon after 12 noon. Mr. Pugh stated that

the Trades Union Council had decided to call off the strike notices forthwith ». Mr. Baldwin replied : « I thank God for your decision, and I would only say now, I do not think it is a moment for lengthy discussion... I shall call my Cabinet together

forthwith and report to them what you have said, and I shall lose no time in using every endeavour to get the two contending parties together and do all I can to ensure a just and lasting settlement ». The whole proceedings lasted only a few minutes.

Mr. Baldwin received an ovation from the crowd as he left for the House of Commons, and Mrs. Churchill, wife of the Chancellor of the Exchequer, ran out from No. 11, Downing Street to shake him warmly by the hand.

## HYDE PARK AS LONDON'S FOOD "CITADEL": MILK; THE FLOUR CONVOY.



A FAMOUS HAUNT OF FASHION BECOMES THE CENTRE OF LONDON'S FOOD DISTRIBUTION: MOTOR-LORRIES AND TENTS IN ROTTEN ROW.



COALING A STEAM-LORRY IN ROTTEN ROW DURING THE STRIKE : A REMARKABLE CONTRAST TO THE USUAL LIFE OF HYDE PARK.



WITH ARMOURED CARS AND TROOPS TO GUARD THE LORRIES : PART OF ONE OF THE GREAT FOOD CONVOYS ABOUT TO START FROM THE PARK FOR THE DOCKS, WAITING INSIDE THE ENTRANCE GATES AT HYDE PARK CORNER, WITH ST. GEORGE'S HOSPITAL IN THE RIGHT BACKGROUND.



HYDE PARK AS THE HEADQUARTERS OF LONDON'S MILK SUPPLY : SOME OF THE THOUSANDS OF CHURNS METHODICALLY DESPATCHED BY MOTOR-LORRY.

Hyde Park was closed to the public when the strike began, and was used as the headquarters and distributing centre of London's milk supply. Milk arrived by lorry from all parts of the country, and was methodically distributed by the same means. The Park became for the time a self-contained community, with its own heating, lighting, and telephones, temporary buildings, offices and recreation rooms. Many

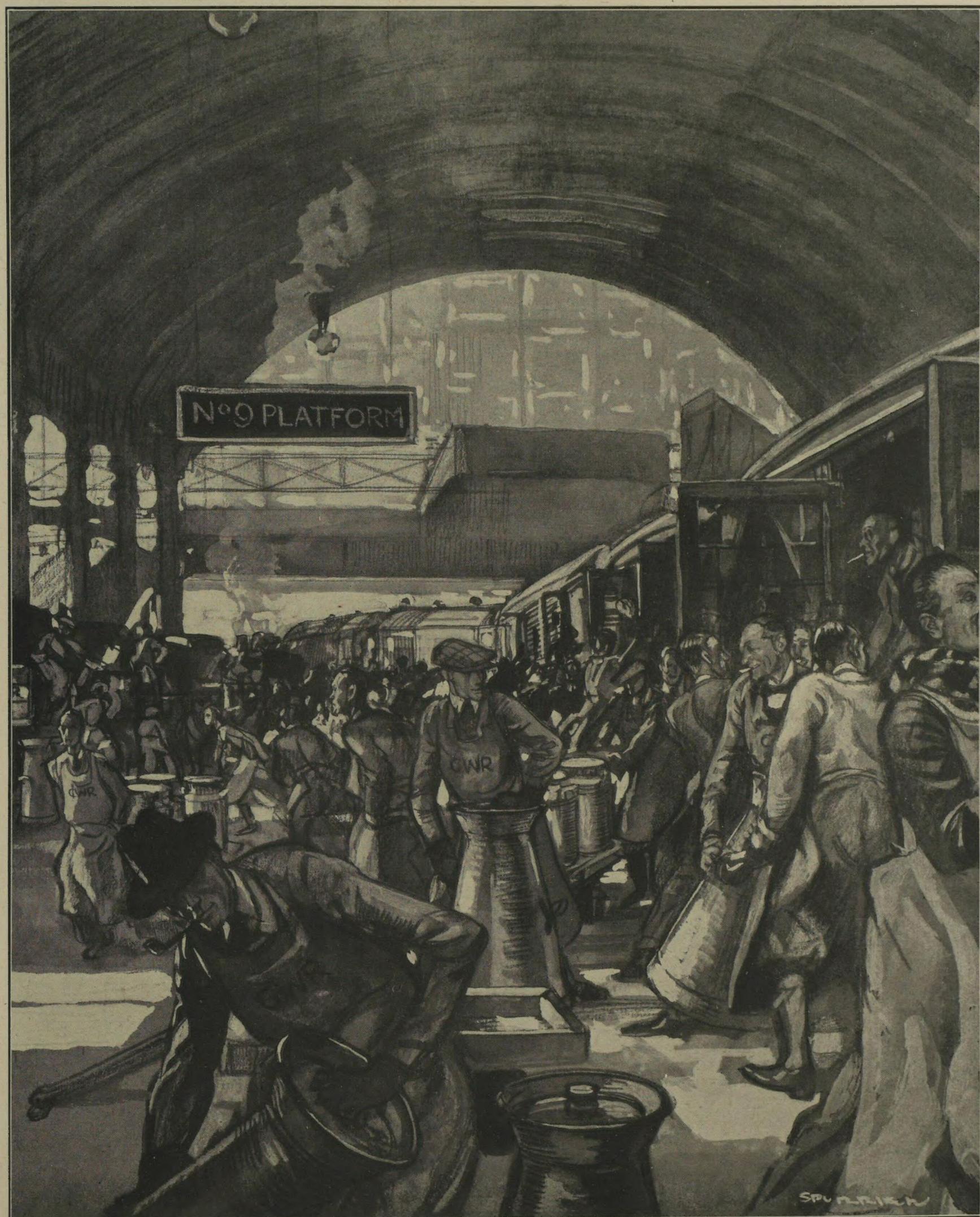


SOCIETY CATERERS FOR VOLUNTEERS IN HYDE PARK : LADY QUILTER (WITH TRAY), MRS. CAUSTON (AT BOILER), LADY MARY ASHLEY COOPER AND LADY CARMICHAEL-ANSTRUTHER PEELING POTATOES.

well-known society women helped in preparing food for the volunteer workers. Several great convoys of lorries, escorted by troops and armoured cars, also went from Hyde Park to the docks and brought back huge supplies of flour, thus ensuring the uninterrupted continuance of the supply of bread, and preventing any fear of shortage of essential food.

## VOLUNTEERS SAVE THE SITUATION : UNDERGRADUATE RAILWAY WORKERS.

DRAWN BY OUR SPECIAL ARTIST, STEVEN SPURRIER, R. O. I.



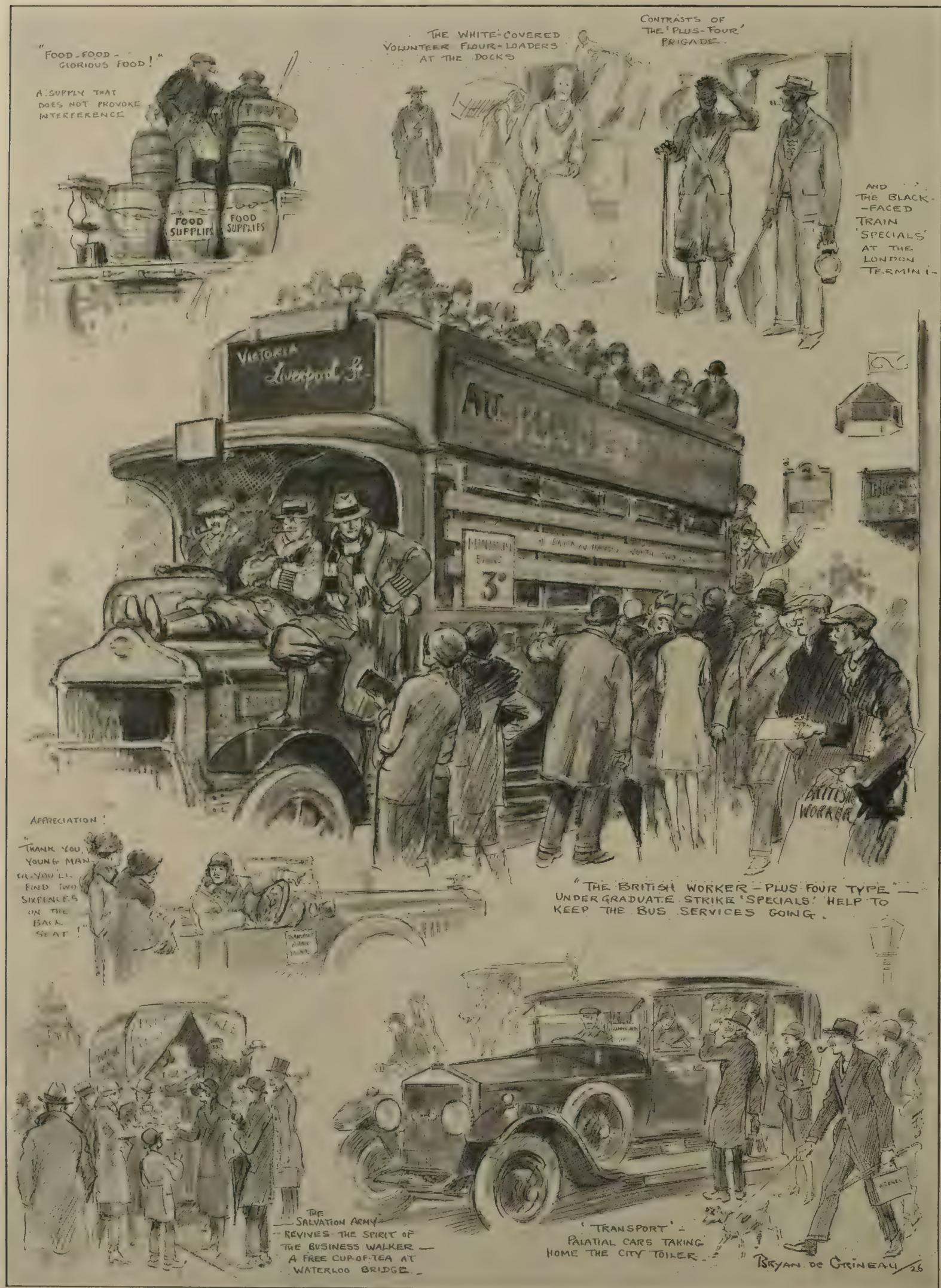
THE SUCCESSFUL DISTRIBUTION OF THE COUNTRY'S FOOD DURING THE STRIKE : AMATEURS HANDLING MILK AT PADDINGTON STATION

Quite a number of trains came in laden with dairy produce, vegetables and so on. At Paddington Station, the milk, butter, and eggs were seized immediately the trains arrived, and dealt with rapidly by the volunteer porter staff. The vans were opened and the food soon conveyed to the lorries waiting in the roadway on the opposite side of the platforms, whence it was taken to the various depôts for distribution.

The « porters » wore aprons and sometimes were decked out in blue overalls supplied by the G. W. R. By the merry and vigorous way in which the work was tackled, it was evident that a good deal of enjoyment attached to what must in most cases have been an unwonted form of exercise. The volunteers worked in twelve-hour shifts. (Drawing copyrighted in U. S. A. and Canada.)

## "CARRYING ON" DURING THE STRIKE: THE "PLUS-FOUR" BRIGADE AT WORK.

DRAWN BY OUR SPECIAL ARTIST, BRYAN DE GRINEAU.



HOW VOLUNTEERS, « SPECIALS », AND MOTORISTS SAVED THE SITUATION :  
TYPICAL INCIDENTS IN LONDON STREETS, DOCKS AND RAILWAY STATIONS DURING THE STRIKE.

The prompt and cheerful response to the call for volunteers, and the energy with which thousands of men and women carried on the essential work of the country in various capacities, saved the situation brought about by the General Strike. Here our artist has illustrated some typical scenes in London streets, as well as at the Docks and at the great railway termini. Many of the volunteer drivers, guards, and porters

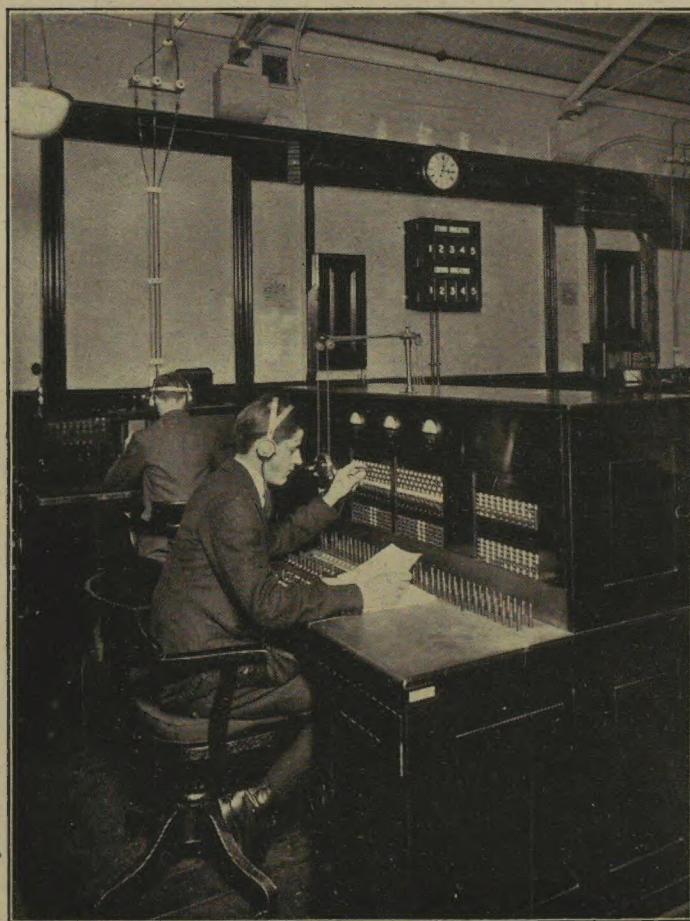
were undergraduates or students, clad in « plus fours » and sporting club or college colours. They contributed a valuable element of humour, as shown above in the inscription on the motor-omnibus : « A brick in the hand is worth two in the bus ». Private motorists did yeoman service in taking people to and from their work. Drawing copyrighted in the United States and Canada.

## CHIEF SOURCE OF NEWS DURING THE STRIKE : RADIO HEADQUARTERS

PHOTOGRAPHS BY COURTESY OF THE BRITISH BROADCASTING CO. LTD.



THE ACTUAL SOURCE WHENCE THE BRITISH ISLES RECEIVED THE LATEST NEWS BY RADIO; THE SPECIAL STUDIO AT LONDON BROADCASTING STATION, SHOWING THE ANNOUNCER, HIS NOTES, AND THE BOX-LIKE MICROPHONE STANDING ON THE DESK.



CONNECTING ALL STATIONS WITH LONDON, TO PERMIT OF NEWS BEING HEARD SIMULTANEOUSLY FROM ALL STATIONS : THE SWITCHBOARD IN LONDON.



IN THE CONTROL ROOM AT LONDON BROADCASTING STATION: PANELS CONTAINING AMPLIFYING VALVES FOR SIMULTANEOUS BROADCASTS FROM ALL STATIONS. (EACH SET OF THREE VALVES REPRESENTS ONE OF THE BROADCASTING STATIONS)

After the General Strike had commenced, broadcasting became the only rapid means by which to keep the nation informed of the latest events and developments. The millions of the British public who possess receiving sets thus obtained first-hand information of important events, often within a few minutes of their happening, and irrespec-

tive of whether sets were installed in London or in localities four or five hundred miles distant. Speeches delivered in person by the Prime Minister, the Home Secretary, Lord Grey and the Archbishop of Canterbury were broadcast, and did much to encourage the nation during the period of emergency.

## CURIOUS EFFECTS OF THE STRIKE : UNUSUAL SCENES IN LONDON.



A MOTOR-BUS AS A RECRUITING OFFICE : VOLUNTEERS ENROLLING AT THE L.G.O.C. EMERGENCY CAMP IN REGENT'S PARK.



AT THE TRADES UNION CONGRESS HEADQUARTERS AFTER THE STOPPAGE OF THE STRIKE WAS ANNOUNCED : A CROWD OUTSIDE THE OFFICES.



A «TEST MATCH» IN ROTTEN ROW : VOLUNTEER WORKERS IN HYDE PARK PLAY IMPROVISED CRICKET WITH STICKS FOR BATS AND BOXES AS WICKETS.



«A FLOCK OF SHEEP THAT LEISURELY PASS BY»: AN UNUSUAL SIGHT IN NEW BRIDGE STREET.



KEEPING UP THE DOMESTIC COAL SUPPLY IN THE EAST END OF LONDON : PURCHASERS AT THE G.E.R. COAL DEPOT AT CUSTOMS HOUSE.

However inconvenient and menacing the General Strike may have been, it certainly varied the monotony of life, and led to many unwanted scenes and incidents. Not least remarkable, in London, at any rate, was the way in which the love of our national summer game showed itself among the volunteer workers in Hyde Park, where an improvised cricket match took place among the milk lorries in Rotten Row, with boxes



ATTENDED BY WOMEN VOLUNTEERS AS WAITRESSES: VOLUNTEER WORKERS ON THE UNDERGROUND RAILWAY AT A MEAL IN THEIR MESS-ROOM.

for wickets and sticks as bats. Another uncommon sight was the passage of a flock of sheep in charge of a shepherd along New Bridge Street, in the neighbourhood of Blackfriars. At Earls Court hundreds of volunteers were housed and fed in the Empress and Queen's Hall by the Underground Railway and General Omnibus Company. Volunteer waitresses served in the mess-room.

## VOLUNTEERS KEEP THE COUNTRY GOING : SCENES OF THE GREAT STRIKE.



MUCH ACTIVITY AT KING'S CROSS DESPITE THE STRIKE : TRAINS RUN BY VOLUNTEERS ABOUT TO START.



WAITING FOR THE « RUSH HOUR » : LONDON GENERAL OMNIBUSES (WHICH WERE MANNED BY VOLUNTEERS) IN REGENT'S PARK, WHICH WAS CLOSED TO THE PUBLIC.



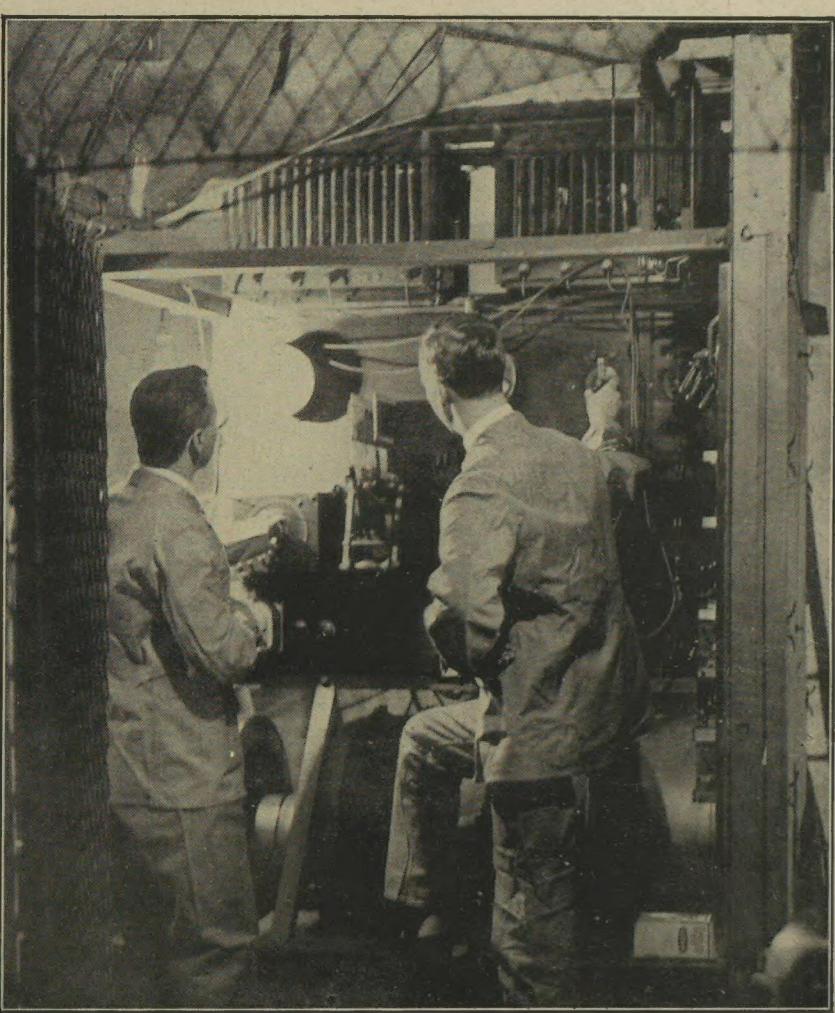
LONDON « CARRIED ON » BY VOLUNTEERS : BUSES IN FLEET STREET ON THE SEVENTH DAY OF THE GENERAL STRIKE!



GUARDED BY POLICE : REELS OF PAPER FOR GOVERNMENT USE ARRIVING IN TUDOR STREET, LONDON.

The volunteer workers who kept the nation going during the General Strike thoroughly deserved the tribute paid them by the Prime Minister after it was over.

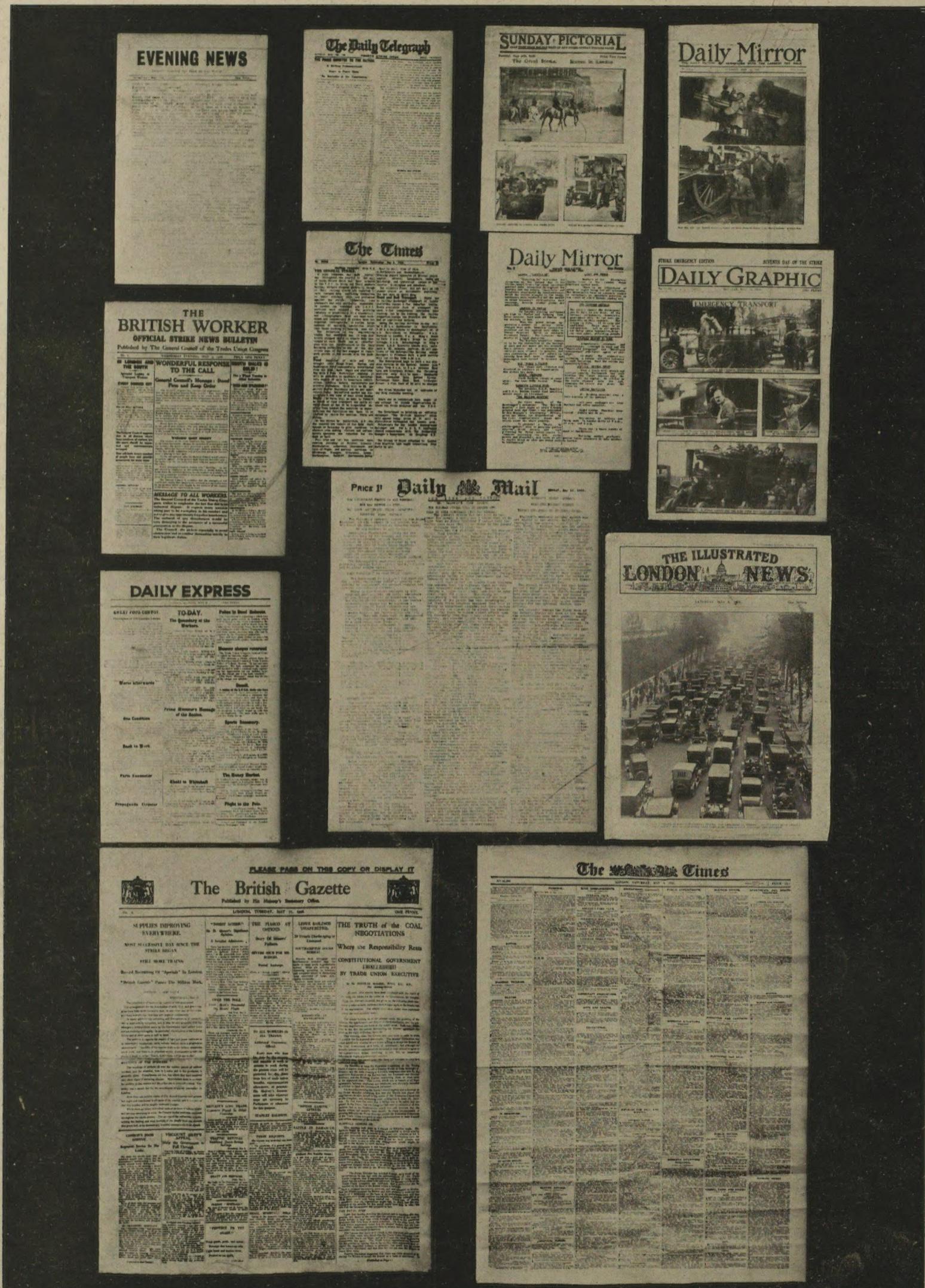
In his broadcast message of May 12th, Mr. Baldwin expressed « the heartfelt thanks of the Government to all those of our countrymen who have supported us in the struggle. We conceived it to be a matter of absolute duty to call upon the whole country to



ENSURING LIGHT FOR THE HOUSES OF PARLIAMENT : VOLUNTEERS STARTING UP THE PLANT OF THE EMERGENCY POWER-STATION.

resist the menace of a General Strike. The people of these islands responded to the appeal, as in our long history, they have answered every claim made upon their love of freedom and sense of fair play ». The above photographs illustrate some of the most important ways in which essential work was performed by voluntary labour.

## HOW THE PRESS OVERCAME THE ATTACK UPON ITS FREEDOM.



LONDON NEWSPAPERS (INCLUDING A NEW OFFICIAL ORGAN) DURING THE GENERAL STRIKE : A RAPID RECOVERY FROM THE BLOW WHICH, FOR THE MOMENT, PUT THE PRESS « COMPLETELY OUT OF ACTION. »

Trade Unionism struck a heavy blow at the Freedom of the Press by calling a General Strike that included the printing trades. Speaking in the House of Commons, Mr. Churchill said : « In the twinkling of an eye the newspaper Press went completely out of action, and there was no other means, apart from the telephone and telegraph, but the establishment of the « British Gazette », for conveying information of what had

taken place or giving guidance to the people and the authorities ». The Press, however, recovered from the blow with wonderful rapidity. On May 11 it was officially stated : « More than a million copies of the great daily newspapers were published in London and circulated to all parts of the Kingdom yesterday. This figure does not include the « British Gazette ». Our own first strike edition is shown above.